

FREQUENTLY ASKED QUESTIONS – July 2007

Westlake Avenue North Parking Management Plan

Why is a Parking Management Plan necessary?

Parking is an important asset that must be properly managed to support city economic and transportation goals. These goals include ensuring customer access to businesses and reducing drive-alone trips. Parking in most of the south and central zones of the Westlake Avenue North corridor is fully occupied for more than four hours each day.

What is the purpose of 2-hour paid parking?

The plan includes 2-hour paid parking on the east side of the corridor between Aloha and McGraw Streets to ensure dependable parking turnover for business customers and clients. The other parking spaces will remain unpaid at this time.

What will the rate be for the paid parking?

Paid parking will start at \$0.75/hour. In paid spaces, users may purchase time in increments of \$0.25, up to a maximum stay of two hours. Pay stations will accept coins, debit and credit cards.

What is the payment technology for the paid spaces?

The technology will be "pay by space," where a user enters the parking stall number at the pay station at the time of payment. There is no need to display a receipt in the vehicle.

What hours will paid parking be in effect?

Paid parking hours will be 9:00 A.M. to 4:00 P.M. Monday through Friday. Parking will be free in all zones on Saturday and Sunday.

When will the plan be implemented?

Installation of parking pay stations is anticipated to begin in September 2007.

Who is eligible for a Residential Parking Zone (RPZ) permit, and where can they park?

Anyone who has a primary residence along Westlake Avenue North between Aloha Street and the Aurora Bridge (the 700 through 2900 blocks) is eligible to apply for an RPZ permit. A residence can be a detached house, condominium, rental apartment, floating home, houseboat or live-aboard boat. The permits allow free parking in any parking space throughout the Westlake corridor for up to 72 hours.

How much does an RPZ permit cost, how many can I get, and what about my guests?

RPZ permits are \$35 per two-year permit cycle, and households may purchase one permit for each vehicle owned. Applicants must show proof of residency and a copy of current Washington State Vehicle Registration for each vehicle permit. One guest permit (\$15) is allowed per household.

How does the plan accommodate boaters who go away on extended sailing trips?

The plan does not change the current condition – boaters may leave their cars in any of the free unrestricted spaces for up to 72 hours. For those who go away for longer trips, SDOT recommends using the parking garages in the area, some of which have weekly rates.

Is it possible to reconfigure or relocate existing load zones, or to add more?

As part of the process of installing paid parking, SDOT will review the placement of existing loading zones and contact businesses about any potential changes. Please contact SDOT directly at 206-233-3718 with load zone questions and needs.

Can anything be done to eliminate use of the corridor as a park-and-ride, or as parking for employees of businesses that have parking in their buildings?

The corridor is public right-of-way. Those using it for park-and-ride purposes or whose employers provide off-street parking are not breaking any laws.

What are alternatives to driving alone to the parking along Westlake Avenue North?

Carpooling, vanpooling and biking are all alternatives to parking along Westlake Avenue North. King County Metro offers assistance to help commuters form carpools and vanpools. More information about these programs is available at:

<http://transit.metrokc.gov/tops/van-car/van-car.html>.

Flexcar is a car-sharing program that can provide vehicles for individuals or companies to use. Find out more at: <http://www.flexcar.com/>. The City of Seattle has bicycle route maps and other information at: <http://www.seattle.gov/transportation/bikemaps.htm>

How will SDOT gather data and work with the community to monitor the impact of these new parking regulations?

SDOT will gather occupancy data throughout the corridor on a monthly basis. This information will be used to determine if the corridor is being over- or under-utilized. If a particular area of the corridor is over 90% full for more than a couple of hours, SDOT will work with the community to determine what additional parking controls may be appropriate to consider to ensure dependable access to businesses.

How will parking be enforced to ensure turnover?

Pay by space technology allows the enforcement officer to download parking occupancy information directly from the pay station into a personal digital assistant. Enforcement can be accomplished more quickly and efficiently than chalking tires then having to return later to monitor compliance.

What is being done to maximize available parking within the right of way?

As part of the implementation of the Parking Plan, SDOT will organize placement of dumpsters, create motorcycle spaces, and take other opportunities to create more spaces or recapture existing ones.

Is SDOT committed to a "community centric" and collaborative approach for future changes to the Westlake Avenue North Parking Management Plan?

Yes, SDOT is committed to a "community centric" and collaborative approach for considering future changes to this Plan. The Workgroup has volunteered to continue to serve in a community representative role for considering future changes until it is replaced by a formal organization that is recognized by the community at large.

Are SDOT and the Westlake Parking Workgroup willing to consider additional revisions to the plan as a result of this public meeting?

Yes, SDOT and the Westlake Parking Workgroup are committed to discussing any new suggestions, insights, and information that might arise, and re-convening if necessary to consider them.